

IRON SHIP

No. *8103* Survey held at *Port Glasgow and Greenock* Date, First Survey *11th Apr 1881* Last Survey *14th Decr.* 18*81*
On the *S. S. "Tolani"*

TONNAGE under Tonnage Deck <i>1475.26</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL	Master <i>Jno Adair</i>
Half Breadth (moulded) <i>16.958</i>	Feet. <i>16.958</i>	Built at <i>Port Glasgow</i>
Depth from upper part of Keel to top of Upper Deck Beams <i>24.25</i>	Feet. <i>24.25</i>	When built <i>1881</i> Launched <i>10th Nov/81</i>
Girth of Half Midship Frame (as per Rule) <i>36.6</i>	Feet. <i>36.6</i>	By whom built <i>Messrs Murdoch & Murray</i>
1st Number <i>77.808</i>	Feet. <i>77.808</i>	Owners <i>Messrs Raeburn & Vetch</i>
1st Number, if a 3-Decked Vessel deduct 7 feet <i>7</i>	Feet. <i>7</i>	Residence <i>Kenfield St. Glasgow</i>
Length <i>263.58</i>	Feet. <i>263.58</i>	Port belonging to <i>Glasgow</i>
2nd Number <i>18661</i>	Feet. <i>18661</i>	Destined Voyage <i>Cape via London</i>
Proportions— Breadths to Length <i>7.74</i>	Feet. <i>7.74</i>	If Surveyed while Building, Afloat, or in Dry Dock, <i>While Building and Afloat</i>
Depths to Length— Upper Deck to Keel <i>10.84</i>	Feet. <i>10.84</i>	
Main Deck ditto <i>15.5</i>	Feet. <i>15.5</i>	
Gross Tonnage <i>1543.38</i>		
Less Crew Space <i>68.13</i>		
Less Engine Room <i>493.88</i>		
Register Tonnage as cut on Beam <i>981.37</i>		

ENGTH on deck as per Rule <i>263</i>	Feet. <i>263</i>	Inches. <i>7</i>	BREADTH— Moulded <i>33</i>	Feet. <i>33</i>	Inches. <i>11</i>	DEPTH top of Floors to Upper Deck Beams <i>22</i>	Feet. <i>22</i>	Inches. <i>5 1/2</i>	Power of Engines <i>157</i>	Horse. <i>157</i>	Nº. of Decks with flat laid <i>2</i>	Nº. of Tiers of Beams <i>3</i>
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Dimensions of Ship per Register, length, *264.4* breadth, *34.0* depth, *22.4*

KEEL, depth and thickness <i>9 1/4 x 2 1/2</i>	Inches in Ship <i>9 1/4</i>	Inches per Rule <i>2 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness <i>36</i>	Inches in Ship <i>36</i>	16ths. in Ship <i>11</i>	Inches. per Rule <i>36</i>	16ths. per Rule <i>11</i>
LM, moulding and thickness <i>8 1/2 x 2 1/2</i>	<i>8 1/2</i>	<i>2 1/2</i>	" From Garboard to upper part of Bilges <i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>
IRON-POST for Rudder do. do. <i>8 1/2 x 5</i>	<i>8 1/2</i>	<i>5</i>	" Of d'bling at Bilge, or increased thickness, and length applied				
" for Propeller <i>8 1/2 x 5</i>	<i>8 1/2</i>	<i>5</i>	" From up. prt of Bilge to lr. edge of Sh'rstrake <i>10</i>	<i>10</i>		<i>10</i>	<i>10</i>
ance of Frames from moulding edge to moulding edge, all fore and aft <i>23 3/4 to 23 1/2</i>	<i>23 3/4</i>	<i>23 1/2</i>	" Main Sheerstrake, breadth and thickness <i>40</i>	<i>40</i>	<i>12</i>	<i>40</i>	<i>12</i>
			" Of d'bling at Sh'stk. & lng. applied				
AMES, Angle Iron, for 3/4 length amidships <i>4 1/2 x 3</i>	<i>4 1/2</i>	<i>3</i>	" From M'n. to Upr. or Spar Dk. Sh'rstrake <i>16 1/2 x 11-12/16</i>	<i>16 1/2</i>	<i>11-12/16</i>	<i>16 1/2</i>	<i>11-12/16</i>
o. for 1/2 at each end <i>3 x 3</i>	<i>3</i>	<i>3</i>	" Up. or Spar Dk Sh'rstrake, br'dth & thickness <i>11 1/2 x 12-1/16</i>	<i>11 1/2</i>	<i>12-1/16</i>	<i>11 1/2</i>	<i>12-1/16</i>
VERSED FRAMES, Angle Iron <i>3 x 3</i>	<i>3</i>	<i>3</i>	Butt Straps to outside plating, breadth & thickness <i>4 ft space 5 ft space</i>				
DOORS, depth and thickness of Floor Plate <i>2 1/2 x 9</i>	<i>2 1/2</i>	<i>9</i>	Lengths of Plating <i>at least 2 ft space</i>				
mid line for half length amidships <i>5 ft space 10</i>	<i>5</i>	<i>10</i>	Shifts of Plating, and Stringers <i>at least 2 ft space</i>				
thickness at the ends of vessel <i>11</i>	<i>11</i>		Gunwale Plate on ends of <i>Awning, Spar, or</i>	<i>38</i>	<i>9</i>	<i>38</i>	<i>9</i>
depth at 3/4 the half-bdth. as per Rule <i>43</i>	<i>43</i>		Upper Deck Beams, breadth and thickness <i>4 x 4 x 9/16</i>	<i>4</i>	<i>4</i>	<i>4 x 4 x 9/16</i>	<i>9/16</i>
height extended at the Bilges <i>43</i>	<i>43</i>		Angle Iron on ditto <i>13</i>	<i>13</i>	<i>10</i>	<i>13</i>	<i>9</i>
AMS, Upper, Spar, or Awning Deck <i>5 1/2 x 3</i>	<i>5 1/2</i>	<i>3</i>	Tie Plates fore and aft, outside Hatchways				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>23 3/4 to 23</i>	<i>23 3/4</i>	<i>23</i>	Diagonal Tie Plates on Beams No. of Pairs				
gle or double Angle Iron on Upper edge <i>23 3/4</i>	<i>23 3/4</i>		Flat of Up., Spar, or Awning Dk. <i>Iron Deck 6/16 thick fore & aft</i>				
Average space <i>23 3/4</i>	<i>23 3/4</i>		How fastened to Beams <i>6/16 for 1/2 length</i>				
AMS, Main, or Middle Deck <i>8 x 8</i>	<i>8</i>	<i>8</i>	Stringer Plate on ends of Main or Middle Deck	<i>50</i>	<i>10</i>	<i>50</i>	<i>10</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>8 x 8</i>	<i>8</i>	<i>8</i>	Beams, breadth and thickness				
gle or double Angle Iron, on Upper Edge <i>3 x 3</i>	<i>3</i>	<i>3</i>	Is the Stringer Plate attached to the outside plating? <i>yes</i>				
Average space <i>47 1/2</i>	<i>47 1/2</i>		Angle Irons on ditto, No. <i>3-2-4 x 4 x 9/16</i>	<i>4</i>	<i>4</i>	<i>4 x 4 x 9/16</i>	<i>9/16</i>
AMS, Lower Deck <i>9 x 9</i>	<i>9</i>	<i>9</i>	Tie Plates, outside Hatchways <i>1-3 x 3 x 6/16</i>	<i>13</i>	<i>10</i>	<i>13</i>	<i>10</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>4 3/2 x 8</i>	<i>4 3/2</i>	<i>8</i>	Diagonal Tie Plates on Beams, No. of pairs				
gle or double Angle Iron on Upper Edge <i>4 3/2 x 8</i>	<i>4 3/2</i>	<i>8</i>	Flat of Middle Deck* do. do. <i>3 1/2 R. Pine 3 1/2</i>				
Average space <i>on every 12 1/2 ft frame 12 1/2 ft</i>	<i>12 1/2</i>		How fastened to Beams <i>By galv? Saw bolts 5/16</i>	<i>8</i>		<i>8</i>	
EAMS, Hold, or Orlop <i>5 x 4</i>	<i>5</i>	<i>4</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <i>33</i>	<i>33</i>	<i>9</i>	<i>33</i>	<i>9</i>
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>5 x 4</i>	<i>5</i>	<i>4</i>	Is the Stringer Plate attached to the outside plating? <i>yes</i>				
gle or double Angle Iron on Upper Edge <i>5 x 4</i>	<i>5</i>	<i>4</i>	Angle Irons on ditto, No. <i>3-1-5 x 4 x 9/16</i>	<i>2</i>	<i>4</i>	<i>4 x 4 x 9/16</i>	<i>9/16</i>
Average space <i>5 x 4</i>	<i>5</i>	<i>4</i>	Stringer or Tie Plates, outside Hatchways				
EELSONS Centre line, single or double plate, box, or Intercoastal, Plates <i>17 x 12</i>	<i>17</i>	<i>12</i>	Flat of Lower Deck*				
" Rider Plate <i>12 x 12</i>	<i>12</i>	<i>12</i>					
" Bulb Plate to Intercoastal Keelson <i>5 x 4</i>	<i>5</i>	<i>4</i>	Ceiling betwixt Decks, thickness and material <i>1 1/2 Pine Sparring</i>				
" Angle Irons <i>5 x 4</i>	<i>5</i>	<i>4</i>	" in hold do. do. <i>2 1/2 Pine 2 1/2</i>				
" Double Angle Iron Side Keelson <i>5 x 4</i>	<i>5</i>	<i>4</i>	Main piece of Rudder, diameter at head <i>8 1/4</i>			<i>6 1/4</i>	
" Side Intercoastal Plate <i>5 x 4</i>	<i>5</i>	<i>4</i>	do. at heel <i>3 1/4</i>			<i>3 1/4</i>	
" do. Angle Irons <i>5 x 4</i>	<i>5</i>	<i>4</i>	Can the Rudder be unshipped afloat? <i>yes</i>				
" Attached to outside plating with angle iron <i>5 x 4</i>	<i>5</i>	<i>4</i>	Bulkheads No. <i>4</i> No. per Rule <i>4</i>				
BILGE Angle Irons <i>5 x 4</i>	<i>5</i>	<i>4</i>	" Thickness of <i>6/16</i>				
" do. Bulb Iron <i>5 x 4</i>	<i>5</i>	<i>4</i>	" Height up <i>as on app? drawing</i>				
" do. Intercoastal plates riveted to plating for <i>3/5</i> length <i>5 x 4</i>	<i>5</i>	<i>4</i>	" How secured to sides of ship <i>between double frames</i>				
BILGE STRINGER Angle Irons <i>5 x 4</i>	<i>5</i>	<i>4</i>	" Size of Vertical Angle Irons <i>3 x 3 x 7/16</i> and distance apart <i>30</i> ins.				
Intercoastal plates riveted to plating for <i>1/2</i> length <i>5 x 4</i>	<i>5</i>	<i>4</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>				
SIDE STRINGER Angle Irons <i>5 x 4</i>	<i>5</i>	<i>4</i>					

The FRAMES extend in one length from *Keel to fore-castle, upper & bridge & plates*

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper and middle dk and to stringers* alternately* *in way of fore-castle the alternate res frs extend to fore-castle str.*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes*

PLATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 5/8* ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

" Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted.*

" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.*

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.*

" Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *5*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *as reqd* No. of Breasthooks, *3* Crutches, *3*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *good*

Manufacturer's name or trade mark, *Angles from Mossend & Clifton Iron Co. and Plates from Glasgow Bridge*

The above is a correct description.

Builder's Signature, *Murdoch & Murray* Surveyor's Signature, *J. L. Dunnet*

Surveyor to Lloyd's Register of British and Foreign Shipping.

